

WINDSOCK

The Official Newsletter for
US Air Force Auxiliary, Civil Air Patrol
Tehachapi Composite Squadron 46
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Tehachapi Squadron 46 Color Guard Places Second in California Wing Competition

By
C/SMSgt. Ann Marie Theisen

After months of rigorous training, Tehachapi's Squadron 46 Color Guard won second place in the California Wing (state) color guard competition at Vandenberg AFB on January 14-16, 2005. The competition consists of a written exam, mile run, standard drill, indoor and outdoor practical drill, and an inspection. The judges that meticulously critiqued the color guards for this year's competition were from Vandenberg's Air

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Force Honor Guard. Tehachapi's dedicated cadets who went through all of the extensive training are C/CMSgt John Pio Theisen, color guard commander and senior flag bearer; C/MSgt Ann Theisen, junior flag bearer; C/SMSgt Wade Wallace, senior rifle guard; C/Amn Eddie Zavalla, junior rifle guard; and C/CMSgt Forrest Wallace, alternate and advisor.

Squadron 46 will accept and train new color guard recruits in March, and are determined to win first place at next years competition. The requirements to be on color guard are to run a mile in less than eight minutes, to have a minimum GPA of 3.2, to be well coordinated in drill, and to be an honorable and dedicated cadet.



**CAP Squadron 46 Color Guard
Photo by Capt. Gary Martin**

Squadron 46 Newsletter Resumes Publication

It has been over five years since the publication of the last squadron newsletter. This issue marks the resurrection of our squadron newsletter with a fresh new name "Windsock." Bimonthly publication will be web based with hard copies available at weekly meetings. Contributions should be electronic and emailed to jim.gude@borax.com.

HANGER FLYING

Stuck in the Weather Again By Jim Gude, Captain CAP

Winter is a tough time for flying. Plan to fly on Saturday and guess what; the weather overrides your decision. Want to fly somewhere for a weekend getaway and you spend the entire time worrying about the weather. I usually get stuck in Mojave. Tehachapi pulls a fast one while I am playing in the desert. Mojave is not bad; nice pilot lounge, clean restrooms and a restaurant. Usually I am there for only a few hours as I wait for someone to fetch me. My usual line is calling my



"A good rule of thumb for married pilots is to not remind your spouse of the dangers of flying as well as minimizing any annoyance related to the practice."

wife and saying "Sorry dear, I made a precautionary landing at Mojave; we can go shopping and have a nice dinner in Lancaster after you pick me up." This is a

far better than saying "I know it's a pain to come get me but would you rather I be killed in the mountains while trying to get home." A good rule of thumb for married pilots is to not remind your spouse of the dangers of flying as well as minimizing any annoyance related to the practice.

Sometimes you get stuck far from home and must sit it out until the weather cooperates. Try to pick an airport with good restrooms, a restaurant, a good flight planning, a nice pilot's lounge, and something to see while you wait. Palm Springs (Millionaire) is right up there. Not only do good restaurants and hotels abound in the area, there is an air museum as well. The flight planning facilities are next to none; the Pilot lounge even has a pool table and swimming pool! Biz jets pay for all this. Millionaire still treats me nice even though I buy only 70 pounds of fuel compared with the 6000 pounds bought by the biz jet driver in front of me. Turlock Muni was the worst; that was 26 years ago and it may have changed since then. At the time it didn't have fuel, functioning restrooms, airplanes, people, or a phone. The lesson is to know your options, never fly when you shouldn't, keep an open mind and have a sense of humor.

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AEROSPACE EDUCATION

Cessna 172, The Worlds Most Popular Airplane

By
Jim Gude, Captain CAP

Forgiving, easy to fly, safe, stable, comfortable, and inexpensive; these are the virtues of the Cessna 172. Those seeking a good, reliable, thrifty family sedan of the air find the Cessna 172 most appealing.

Manufacturer:	Cessna Aircraft Corp.
Type:	C-172 Skyhawk
Engine(s):	Six cylinder, flat opposed, 300 cubic inch, 145 HP Continental (O300) or four cylinder, flat opposed, 320 cubic inch, 150 HP Lycoming (O320) or Four cylinder, flat opposed, 320 cubic inch, 160 HP Lycoming (O320) or four cylinder, flat opposed, 360 cubic inch, 160 HP Lycoming (O360)
Configuration:	High wing, tricycle gear, single engine, monoplane

Back in 1962, my family was Christmas shopping in the San Fernando Valley. Mom wanted us to get lost for a while, so she handed my brother and I off to Dad. Since I was born to be an airport bum, I naturally thought that Dad's solution was wonderful; we went to Van Nuys Airport. This was not our first trip to Van Nuys Airport; since Dad was a CFI, double I, and a flight examiner, he knew most everyone. That day we stopped at a Cessna aircraft dealer. While there we looked at a used 1958 Cessna 172. The aircraft was overall

polished aluminum with green and cream trim. My eyes were glassy as I stared. The salesman said "It's \$3,500 Roy; want to take her up?" I prayed under my breath "please, please Lord let him buy it. I will be the perfect kid" and so on "if he only buys it." He didn't and two months later Dad bought a new boat. Disappointed (a crummy boat!), I knew then that a family airplane would have to wait. Not one to be easily discouraged, I vowed that one day I would own my own airplane. That vow was fulfilled in 1978 when Dad and I went partners on a 1976 Cherokee 140. Funny though, through all the years, that little green Cessna is still vivid in my minds eye.



Cessna 172 Brochure from 1958



A Late Model Cessna 172 owned by Capt. Kevin Judy and Lt. Tim Schaubsluger

Cessna 172 Skyhawk (Aircraft Bluebook)

	145 HP (0300)	150 HP (0320)	160 HP (0320)	160 HP (0360)
Cruise Speed (knots):	114	115	120	
ROC Sea Level (fpm)	730	645	700	
Range (nm, 75% no reserve):	638	604	630 (810)	
Seating:	4	4	4	
Empty Weight (lbs):	1325	1300	1454	
Gross Weight (lbs):	2200	2300	2400	
Useful Load:	1125	1000	946	
Fuel Capacity (gallons):	42	42	43 (54)	



Cessna Ad from 1959

SAFETY FIRST, FOREMEOST AND ALWAYS

Squadron Safety Brief
by
Kevin Judy, Captain, CAP

Things to do before a fire occurs

- **Install and maintain smoke detectors** in your home and change the batteries when you change your clocks in spring and fall
- **Consider installing an automatic sprinkler system.**
- **Make sure all doors and windows can be unlocked easily**, even in the dark. If you must escape from a second-story window, be sure there is a safe way to reach the ground.
- **In an apartment, use the stairs to leave the building.** Never use an elevator during a fire; it may stop between floors or take you to a floor where the fire is burning.
- **Make special arrangements for children, older adults, and people with disabilities.** Disabled people should have a phone in their bedrooms, and, if possible, should sleep on the ground floor.
- **Plan your home evacuation route.** When a fire occurs, there is no time for planning. Sit down with your family today and make a step-by-step plan for escaping a fire.
- **Draw a floor-plan of your home** marking two ways out of every room -- especially bedrooms.
- **Agree on a meeting place** outside your home where every member of the household will gather after escaping a fire to wait for the fire department. This allows you to count heads and inform the fire department if anyone is trapped inside the burning building.
- **Practice your escape plan** at least twice a year. Have a fire drill in your home. Appoint someone to be monitor and have everyone participate. A fire drill is not a race. Get out quickly, but carefully.
- **Make your exit drill realistic.** Pretend that some exits are blocked by fire and practice alternative escape routes. Pretend that the lights are out and that some escape routes are filling with smoke.



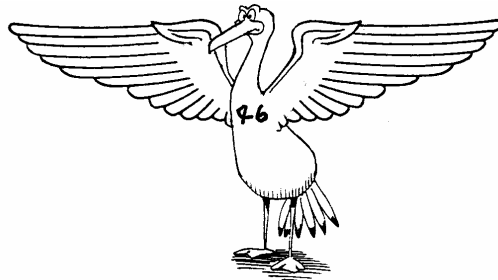
Things to do during a fire.

- **Test doors before you open them.** While kneeling or crouching at the door, reach up as high as you can and touch the door, the knob, and the space between the door and its frame with the back of your hand. If the door is hot, use another escape route. If the door is cool, open it with caution.
- **If you are trapped, close the doors between you and the fire.** Stuff the cracks around the doors to keep smoke out. Wait at a window and signal for help with light-colored cloth or a flashlight. If there's a phone in the room, call the fire department and tell them exactly where you are.
- **Get out fast and don't stop for anything.** Do not try to rescue possessions or pets. Go directly to your meeting place, and then call the fire department from a neighbor's phone. Every member of your household should know how to call the fire department. Post the emergency number and your address at each phone for your children, babysitters, and visitors.
- **Crawl low under smoke.** Smoke contains deadly gases and heat rises. Cleaner air will be near the floor. If you encounter smoke using your primary exit, use your alternative escape plan. If you must exit through smoke, crawl on your hands and knees, keeping your head 12 to 24 inches above the floor. Teach your children not to hide in closets or under the bed if they get scared. Have them go into a corner, close to the door, and lay on the floor.
- **STAY OUT! Once you are out of your home, don't go back for any reason.** If people are trapped, the fire fighters have the best chance of rescuing them. The heat and smoke of a fire are overpowering. Fire fighters have the training, experience, and protective equipment needed to enter burning buildings.

GOONEY BIRD AWARD

The Gooney Bird award is a tool used by pilots of our squadron to promote safe and professional airmanship. At senior meetings, each pilot shares one of our more recent flying experiences that might qualify him or her for the award. The pilots then choose our new Gooney Bird. If a recent

experience does not qualify than a past experience may be used. Pilots not having experiences to share will be mentioned in a special "liars list" at years end.



The coveted Gooney Bird Award is now held by Capt. Jim Gude

While flying near Mojave airport Capt. Gude had to make significant evasive Maneuvers to avoid a Cessna 210 that cut across his path. The award is for not turning on his traffic alert system which would have given a vocal alert warning of the approaching aircraft.

UPCOMING EVENTS



California-Nevada Wing Encampment 2005 6 – 13 August Camp San Luis Obispo



The Cadet Training Group is finalizing plans for this year's encampment. Basic cadets that graduate this year will join the thousands of Cadet Training Group members that have benefited from this rigorous experience. Cadets in Civil Air Patrol are required to attend an encampment as a prerequisite for attaining the coveted General Billy Mitchell Award and attaining cadet officer status. This year's challenging encampment will include:

Orientation Flights in CAP and/or Military Aircraft
Rifle Range M-16 (still in planning)
Drill and Volleyball competitions
Military Career Briefing

Military Obstacle Course
Cadet Physical Fitness Test
Barracks Training
And a lot of FUN

Here are the important dates:

31 May, 2005 Application dead line for Basic Cadets (Must Use CAWGF31-(E) 24 Apr 03)

3 August 2005 Pre-encampment Cadet Staff arrive \$180.00

6 August 2005 Encampment Starts Basic Cadets arrive \$180.00

13 August 2005 Encampment Graduation – PARENTS DAY –Graduation Parade

Cadets should reserve their slots for this outstanding activity early. Applications should be made by fully completing a CAWGF31-(E)(24 Apr 03). Payment must be attached in the form of a check, money order, or by paying via credit card by filling out CAWG Form 14 (available at www.cawg.cap.gov) made payable to Civil Air Patrol.

Application procedure is very important, follow the directions exactly.

1. Fill out the attached CAWGF31-(E) via computer and e-mail to Encampment2005@cawgcadets.org Then print out the form, have it properly signed by Applicant, Parents, and Squadron Commander
2. Mail the computer printed, and signed CAWGF31-(E) along with a check for \$180.00 payable to:

Civil Air Patrol CAWG:

Cadet Programs Office - Encampment 2005

P.O. Box 7688, Van Nuys, CA 91409-7688

Applications that arrive postmarked after 31 May, 2005 or not type written will be returned unprocessed. Applications who do not use the current CAWGF31-(E) will be returned for correction. I expect all cadets to have an e-mail address or a fellow CAP Member who will allow e-mail to be sent to their account for your benefit.

Squadron Commanders, please screen your cadets, and only sign the CAWGF31-(E) of the cadets whom you feel are mature enough to fully benefit from the Encampment Experience. The same goes for Health and Physical Fitness. If the cadet is not ready and able, have them wait until next year.

Information packets will be e-mailed to all cadets accepted. Cancellations are subject to administrative fees of \$50.00. Rejected applications will be fully refunded.

Lt. Col. Tony Upton
Encampment Commander
aupton@cawg.cap.gov

CAP-Space Camp/Aviation Challenge

Greetings from Space Camp and Aviation Challenge in Huntsville, AL. This is just a quick note to CAP members to let you know what is going on here this summer. I hope that you will share this information with other cadets and seniors in your group. If you would not like to get an email from me on occasion, please email me or call me and I will be glad to remove your email address. As many of you know, I work to get great deals for CAP members to attend our programs. I grew up as a cadet and love CAP. Our weeklong programs qualify as Cadet Special Activities. Now, to the news.

Currently, if you are between the ages of 9-14, you can attend our weeklong program with a buddy and you each save \$250 off tuition. You must attend between May 22 and August 21, 2005 and you must register at the same time. I have attached the pdf file that you will see in the next CAP News in March, but take a look at it now. You must sign up by April 15, 2005. Other restrictions do apply, so call me or see the attachment for full details. For ages 12-18, we have a new 13-day program for you elite astronaut candidates and future fighter pilots. I still have 6-day camps for ages 15-18 as well. Call me for details. We still offer adult weekend and weeklong programs as well as parent/child camp for adults and children ages 7-12. Many CAP seniors have brought their children or grand-children to camp with them. As for you that think you might have what it takes to get a group together, you can get great prices with 12 people or more. Call for details and I will be glad to help you get a group together. You can mix with other units and such.

If you have any questions about Space Camp or Aviation Challenge, please contact me at the numbers below. Each year, the number of CAP members that attend our program increase a little. The more CAP members I can get here, the better prices I will try and get. I have been overwhelmed with calls the past few months wanting to know if there will be a CAP special. It is my hopes, this email will get to all those interested, and again, please contact we if you do not

want to get an email from me. Thanks for your help and I look forward to helping you in the near future.

Blake Mathis
Account Executive
U.S. Space & Rocket Center
1-800-241-5104

FAMOSO March 11-13

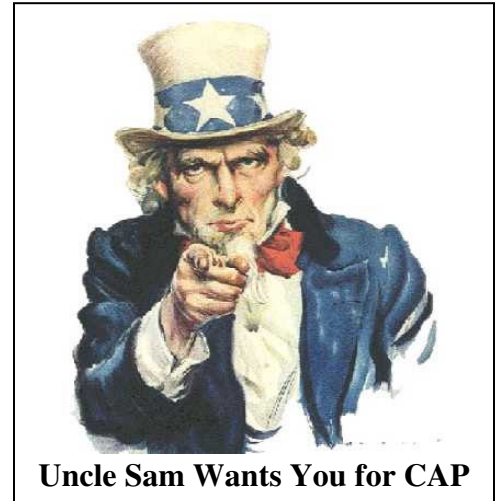


The 46th annual March Meet is almost here. Over 500 vintage race cars and 1500+ show cars stuffed into 3 big days! Squadron 46 is going. Contact Capt. Robert Souza at (661) 822-9233 or Capt. Gary Martin at (661) 822-0539

RECRUITING OFFICE

Civil Air Patrol is an Auxiliary of the US Air Force and is a great learning experience. It teaches leadership, teamwork, discipline, and integrity. It provides Aerospace Education, Cadet Programs and Emergency Services. Senior members have a great opportunity to serve our country, youth and community. Meetings are on Thursdays at 6:00 pm. If you would like more information about Civil Air Patrol, please give Tehachapi Composite Squadron 46 a call at (661) 823-9231 or call Capt. Robert Souza at (661) 822-9233 or Capt. Gary Martin at (661) 822-0539

C/SMSGt. Ann Marie Theisen



Requirements for membership:

CADET

The following are requirements for the CAP youth leadership program,

- The minimum age to join is 12 years old.
- The maximum age to join as a cadet is 18 (although you can remain a cadet until you reach 21).
- You must be enrolled in or graduated from a private or public school or college with a satisfactory record in academic achievement.
- Single
- Not a member of the active duty Armed Forces. *National Guard and Reserve personnel are not considered active duty unless they are serving on extended active duty.
- A citizen of the United States of America or an alien lawfully admitted for permanent residence to the U.S or its territories.
- Good moral character.
- If a former member of CAP, must not have been terminated for misconduct.
- Be accepted by the unit and higher headquarters.

SENIOR

Membership is a privilege reserved for those individuals who conscientiously desire to promote the objectives and purposes of CAP and who meet the eligibility requirements.

- All applicants must be accepted by the unit commander and higher headquarters.
- Must be at least 18 years of age or be a member of the Armed Forces on active duty at any age.
- A citizen of the United States of America or an alien lawfully admitted for permanent residence to the U.S or its territories.
- All individuals applying for active senior membership must be screened and registered by National Headquarters. The screening process requires that the individual submit an FBI fingerprint card which can be obtained from the unit you wish to join. This card is used to complete an FBI criminal check.